

COUNTRY Germany (Soviet Zone)

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REPORT

50X1-HUM

TOPIC Stekken Airfield

EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

DATE OBTAINED

DATE PREPARED

1 September 1951

REFERENCES

PAGES 4

ENCLOSURES (NO. & TYPE)

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REMARKS

1. Between 6:30 a.m. and 6 p.m. on 25 July 1951, there was intensive flying at Stacken airfield. Aircraft observed at the field included 45 to 50 single-engine planes which were parked near the buildings along the spur track, 25 to 30 single-engine aircraft, and about 10 twin-engine planes which were parked in front of the sheds located farther to the rear. (1) Almost all the planes parked along the spur track were covered with tarpaulins.

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2. Between 9 a.m. and 4 p.m. on 24 July, about 13 planes with white tips on their rudder assemblies made individual flights at the field. (2)

3. Between 6:30 and 9 a.m. on 25 July, there was flying by transports. After taking off, the planes disappeared into the haze which was at an altitude of 40 to 80 meters.

(3) Individual flights were made. The following landings were made by transports:

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Time	Number of Aircraft	Formation Landings
9:10 a.m.	3	left formation
9:25 "	3	right formation
9:45 "	3	wedge formation
9:55 "	3	right formation
10:08 "	3	right formation

All the aircraft were of the same type

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the landings which were made in close formations were done very accurately. Local flying started at 10:10 a.m. by ground attack planes stationed at the field. All the planes had white tips on their rudder assemblies and white numbers on their fuselages. Six aircraft practiced take-offs and landings. Flying continued up to 12:40 p.m.

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4. Motor vehicles [redacted] passed through the main entrance of the field between 4 and 5 p.m.

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5. The following flights were observed at the field on 27 July: at 8:15 p.m. 3 transports took off in wedge formation, made some local flights and landed at 8:30 p.m.; at 8:40 p.m., 3 transports took off and landed at 9:05 p.m.; at 9:10 p.m. 2 transports took off in formation and landed at 9:30 p.m. This flying activity still continued at 10:40 p.m.

6. On 28 July, 21 ground attack aircraft were parked in two rows opposite each other on the northern edge of the field. The planes had red stripes on their rudder assemblies.

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[redacted] Sixteen additional ground attack planes which had also red stripes on their rudder assemblies [redacted] were parked in two lines on the eastern edge of the field. (4) The southern edge of the field was occupied by 36 ground attack planes of which 22 were parked in two lines, 9 diagonally to the hangars and 6 in two rows of three.

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[redacted] Five transports were parked in the southeastern corner of the field. Flying started in the late morning. At about noon, 42 aircraft flew in three formations over the field and, after breaking up into individual flights, landed at the field. [redacted] this formation flying was done rather poorly. Two planes with retracted landing gears, white tips on their rudder assemblies, and a bulge under each wing were seen at about 2 p.m. (5)

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7. At 9:20 a.m. on 31 July, aircraft observed at the field included: 26 ground attack planes with white tips on their rudder assemblies [redacted]

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[redacted] They were parked on the eastern edge of the field. Seven planes in double line and 3 planes in one row were parked in front of the hangars in the southern section of the field. Twenty-two planes were parked in a double line on the northern edge of the field, and 16 planes were parked in a double line on the eastern edge of the field. The 38 aircraft on the northern and eastern edges of the field had red stripes on their rudder assemblies [redacted]

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[redacted] a yellowish brown propeller hub was seen on one plane.

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[redacted] Flying started at about 9:30 a.m. and stopped at about noon. Flights in formations of 8, 11, 10, and 6 planes were made with the aircraft widely spaced. All the planes had white tips on their rudder assemblies and no bulge under their wings. Four transports were parked in front of the hangar on the eastern edge of the field.

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8. The ground attack aircraft with red stripes on their rudder assemblies, previously parked on the eastern edge of the field, were standing in line ready to take off at 8:10 a.m. on 1 August. The first planes took off at 9:30 a.m. and circled over the field individually. At 10:30 a.m., a formation of 8 planes flew over Steesoen Lake. Two additional formations, one of 8 and the other of 11 planes followed at intervals of one minute. All the aircraft had red stripes on their rudder assemblies and no bulges under their wings. [redacted] the formation flying was done rather poorly. Flying activity stopped at about 2 p.m.

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9. Between 11 a.m. and noon, trucks [redacted] loaded with boxes, went from the town to the airfield and returned to the town empty. 50X1-HUM
10. On 2 August, flying by five transports started at about 3:30 p.m. The planes made individual local flights. They took off at intervals of about 10 minutes. The rotary searchlight was in operation. The aircraft had set running lights. Flying still continued at 11:15 p.m. On 3 August, local flying by three transports started at 8:50 p.m. and still continued at midnight.
11. At 6:30 a.m. on 4 August, 22 planes [redacted] were parked in two rows on the northern edge of the field. Sixteen other planes [redacted] were parked in two rows on the eastern edge, 50X1-HUM. All the aircraft had red stripes on their rudder assemblies. The southern edge of the field was occupied by 22 planes arranged in a double line in front of the closed hangars, 9 of which were parked diagonally in front of the hangars, and 9 arranged in one row. Two biplanes were parked in the southeastern section of the field. No transports were observed. Two formations of planes with red stripes on their rudder assemblies landed at the field at 11:35 a.m. Seven other planes with red stripes on their rudder assemblies landed individually at noon, at distances of 100 meters. Between 11:35 and noon, there was individual local flying by aircraft with white tips on their rudder assemblies. Flying still continued at 2 p.m.
12. At 7:30 a.m. on 4 August, 100 ground attack aircraft were counted at the field. The planes were parked in five groups of 20. Ten planes parked along Heerstrasse had red propeller hubs, white tips on their rudder assemblies [redacted]. A twin-engine transport took off from the field at 7:30 a.m. Trucks [redacted] were seen in front of the entrance to the field. 50X1-HUM
13. On 31 July, the field was occupied by 30 ground attack planes which were parked in front of the hangars; 17 ground attack planes parked on the northeastern edge of the field; 9 high-wing monoplanes parked in the eastern section of the field; and 6 trainers parked in the southeastern section of the field.
14. On 2 August, the occupation was the same as on 31 July. [redacted] Four ground attack planes parked in front of the hangars. Plane [redacted] was parked in front of the hydrogen plant in the northeastern corner of the field. All the other aircraft were covered with tarpaulins. Local flights were made by two biplanes between 5 and 7:30 p.m. 50X1-HUM
15. On 5 August, 67 ground attack planes, including one with [redacted] white tips on its rudder assembly, were parked at the field in addition to the aircraft previously seen there. A transport landed at 6:30 p.m. and took off at 5:22 a.m. on 6 August. [redacted] 50X1-HUM
16. On 25 July, 36 IL-10s with red propeller hubs were parked in the southern section of the field. [redacted] were observed on four planes. There was no flying. While passing along the field at 8:00 a.m. on 27 July [redacted] 50X1-HUM

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a new formation of at least 32 IL-10s in the northern section of the field. The leading edges on both sides of the rudder assemblies were painted red.

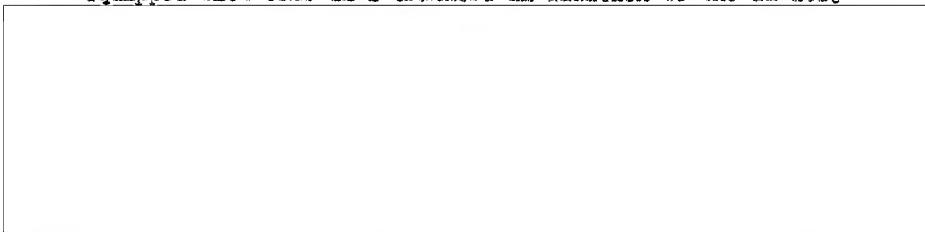
17. On 1 August, 34 ground attack planes were counted on the northern edge of the field. Half of them were covered with tarpaulins. A rectangular marking was seen on the upper third of the rudder assembly. Thirty-two ground attack planes covered with tarpaulins were parked on the southern edge of the field. Some of the ground attack aircraft with white tips on their rudder assemblies were probably transferred on 7 August. (7)



Comments.

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- (1) The type and number of aircraft indicate that Staaken airfield is occupied by two ground attack regiments.
- (2) This is the tactical symbol of the ground attack regiment which has been stationed at the field since the beginning of 1951.
- (3) In addition to the ground attack units, a transport regiment equipped with IL-2s is believed to be stationed at the field.
- (4) The planes observed with the red leading edges on their rudder assemblies belong to the second ground attack regiment which probably came from Boeberitz airfield. After 24 July 1951, only about 40 IL-10s were observed in Boeberitz compared with about 100 planes previously observed. It has not been determined whether the unit was transferred temporarily for large scale exercises or whether it would be stationed there for a longer period.
- (5) Probably IL-2s. It is believed that the ground attack regiments are equipped with some IL-2 trainers in addition to the IL-10s.



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- (7) [redacted] the ground unit concerned, received a shipment of gasoline in eight tank cars in Stendal on 26 and 27 July 1951.

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[redacted] It is believed that the ground attack regiment was transferred to Stendal between 5 and 7 August. It has not been determined whether the regiment was transferred temporarily or permanently.

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